

BookletChartTM

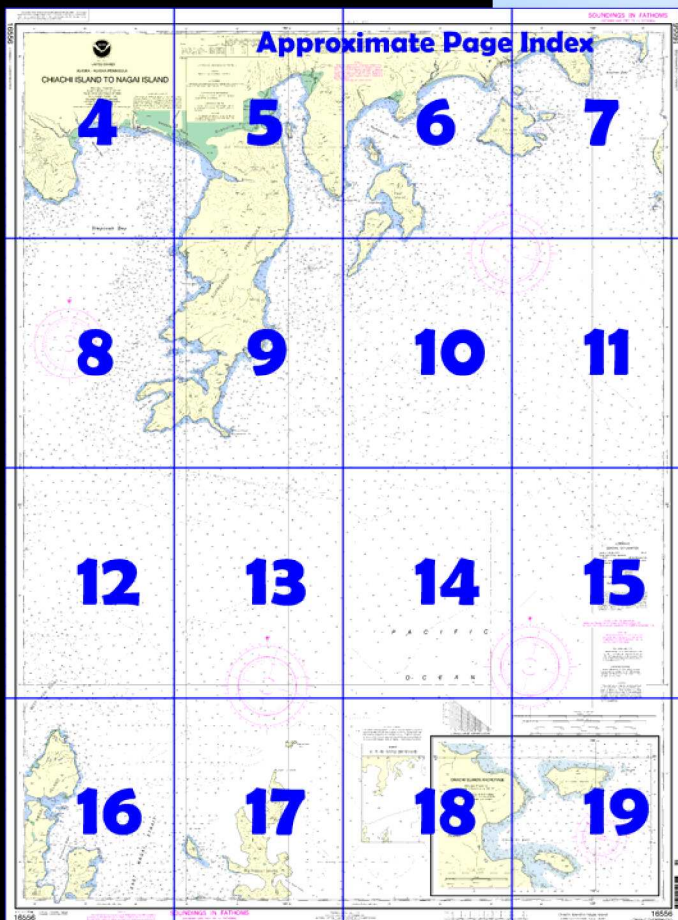
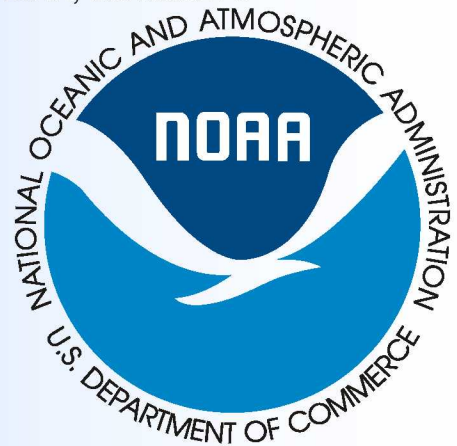
Chiachi Island to Nagai Island

(NOAA Chart 16556)

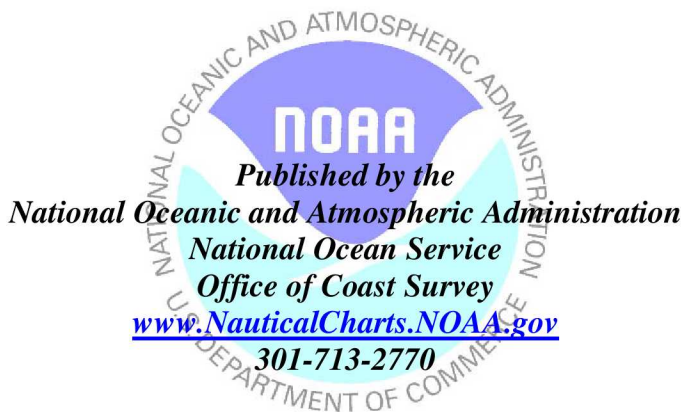


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

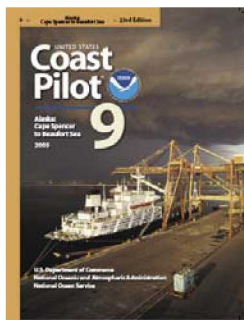
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 6 excerpts]

(255) **Chiachi Bay**, in the E end of Chiachi Island, is about 0.6 mile in both width and depth. Anchorage is available for small vessels in 10 to 17 fathoms, mud bottom, protected from winds out of the SW through W to N, but any moderate swell, even from the SW, surges into the bay.

(258) **Coal Point**, 5 miles SW of Three Star Point, is broad and irregular, has rock cliffs along the shores and a high sharp ridge that extends inland; two needle-shaped rocks are

on the cliff slope on the SW point. A reef, marked by kelp at its outer end, extends 0.4 mile from the SE point. A rock, covered 1¾ fathoms, is 0.25 mile SSE of the southernmost tip of the point, and a rock, covered ½ fathom, is 1.1 miles E by N of the same tip.

(265) In 55°46.9'N., along the E side of Paul Island, is a semicircular 0.3-mile-wide cove that is danger free except for the rocky point and reef that

form the SE side. Small boats can anchor in 3 to 5 fathoms, sand bottom, 200 to 400 yards off the sand beach. Water can be obtained from any of the several streams in the vicinity. Along practically all the rest of the Paul Island shores are sheer rock cliffs.

(268) The W entrance to Kupreanof Harbor is 0.7 mile wide and danger free. To enter, steer **090°** through the middle and change course to **058°** when the point on the N side is abeam; when the S entrance is about to open, anchor in the N central part of the harbor in 10 to 11 fathoms, mud bottom, with the tangents of the point at the S entrance in range and bearing 151°.

(270) The current movement within the harbor is irregular in direction and velocity. Current velocities of one knot have been observed.

(278) The channel E of Road Island has a controlling depth of 18 fathoms but rocks off both shores make navigation dangerous for strangers; passage should be made at low tide when the rocks are bare and can be seen. From a position 1.4 miles W of Alexander Point, steer **336°** until the small grass-topped islet 2 miles NW of Alexander Point is 0.6 mile on the starboard beam; thence **000°** until the N end of Road Island is 0.5 mile on the port beam; thence **334°** until the highest islet on the W side of the upper bay is 1 mile on the port beam; and thence **014°** for the cannery wharf.

(279) **Routes, Castle Cape to Kupreanof Point (Alongshore).**—From a point 1.5 miles SE of Castle Cape (see chart 16011), steer **220°** for 5.4 miles. When abeam of the W end of Chankliut Island, 1 mile, steer **216°** for 12.8 miles to clear Seal Cape by 1 mile. A breaker is 0.2 mile off the S end of Seal Cape. In thick weather it is recommended that the course be shaped to pass Seal Cape 1.5 miles off.

(280) When the E tangent of Seal Cape and the point at the S entrance to Devils Bay are on range, bearing 000°, steer **249°** for 9.1 miles with the N tangent of Mitrofan Island ahead. This course passes Cape Ikta about 1 mile off.

(281) When the prominent rocky points marking the entrance to the first arm on the W side of Kuiukta Bay close, bearing 013°, steer **282°** for 6.9 miles with N slope of mountain on flats W of Long Beach ahead. This course passes N of the W Brother Island at a distance of 1 mile.

(282) When 0.5 mile beyond the range of the W tangents of the W Brother Island and Mitrofan Island, bearing 194°, steer **201°** for 3 miles. This course passes about 0.6 mile off the W Brother Island and about 0.6 mile off the long pointed headland at the S end of Long Beach.

(283) When Red Bluff Mountain opens on the Long Beach headland, bearing 305°, steer **246°** to a position 0.8 mile S of Coal Cape; thence **270°** to a position 0.3 mile S of Shapka Island; thence **292°** to a position 0.3 mile N of the N tip of Chiachi Island; and thence **240°** for 6.2 miles to a position 0.8 mile N of the most N tip of Paul Island. Then steer **233°**, with Point Alexander ahead and the prominent, low headland of Three Star Point astern, for 2.8 miles, using the marked passage, described earlier, between Egg Island and Paul Island.

(284) When the W tangent of Paul Island comes on range, bearing 165°, with the highest point of Jacob Island, steer **201°** for 16 miles with the center of Egg Island astern. This course passes midway between Paul Island and the jutting point on the E side of Alexander Point; 0.8 mile off the W coast of Jacob Island; midway between Noon Point and Leader Island; 1.8 miles E of Fox Cape; and 2 miles E of Kupreanof Point.

(292) **Stepovak Bay** is large and open with numerous small bays and coves indenting the E and W shore. They are between steep ridges on both sides. At the heads of each of these smaller bays are stretches of sand beach behind which are lagoons and grassy flatlands.

(303) **Fox Bay**, on the N side of Cub Point, is the largest tributary on the E side of Stepovak Bay. Vessels of any size can find protected anchorage in Fox Bay except during very strong W winds. An islet, 88 feet high, in the SE part of the bay is a good leading mark for vessels entering. The entering course is **090°** for the islet; when 1 mile from the islet, and with a low gravel point that begins near the inner end of a grass-topped bluff abeam to starboard, change course to **065°** and proceed to anchorage in 15 to 18 fathoms, or less if desired, in the large cove at the head of the bay.

Table of Selected Chart Notes

Corrected through NM 4/22/06
Corrected through LNM 4/18/06

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.774" southward and 7.352" westward to agree with this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY100kHz.
PULSE REPETITION INTERVAL
999099,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

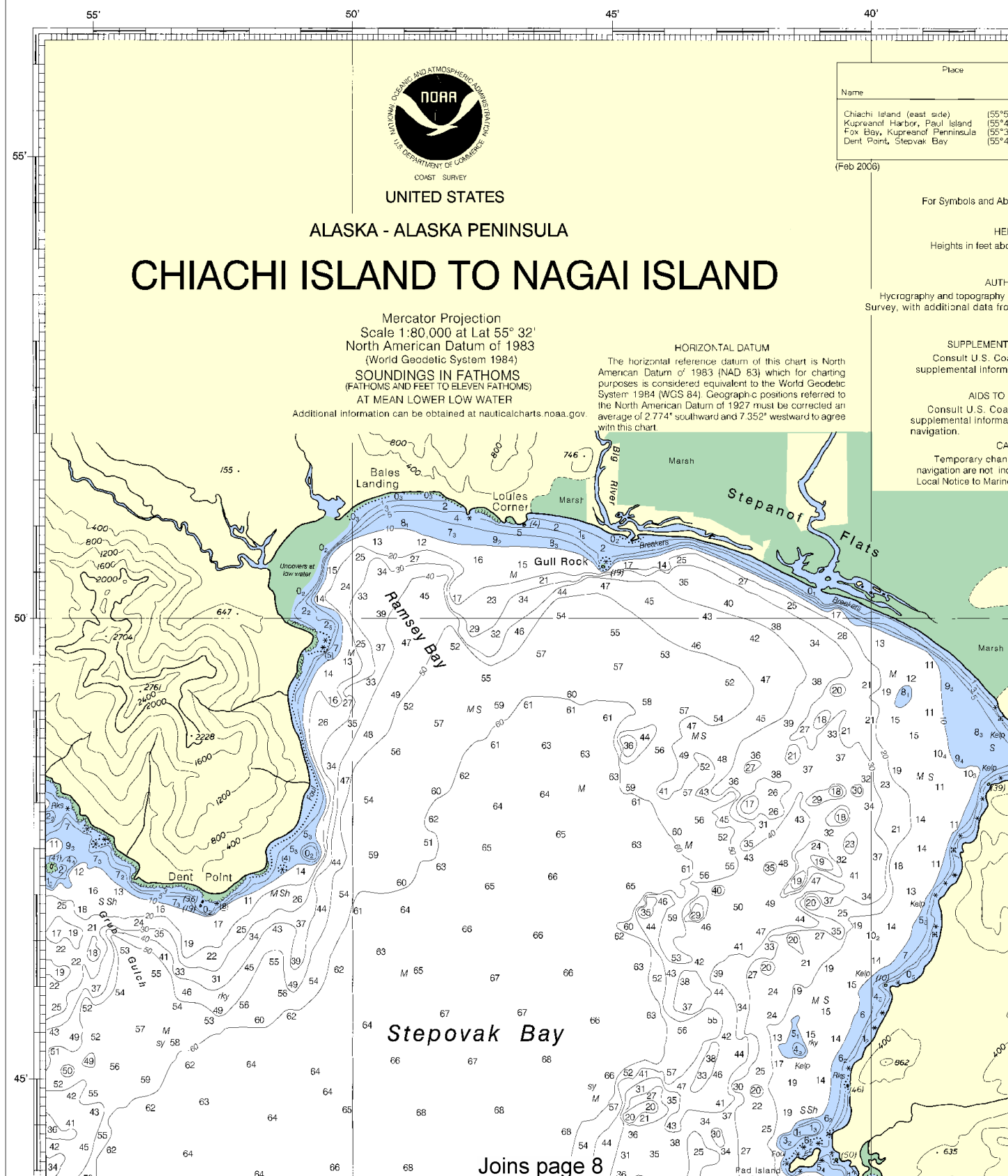
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

| TIDAL INFORMATION | | | | | | |
|-------------------------------|--------------------|--|--------------|-----------|----------|-------------|
| Place | | Height referred to datum of soundings (MLLW) | | | | |
| Name | (LAT/LONG) | Mean High | Higher Water | Mean High | Mean Low | Extreme Low |
| | | Water | | Water | Water | Water |
| | | feet | | feet | feet | feet |
| Chiachi Island (east side) | (55°51'N/159°06'W) | 7.8 | | 7.0 | 1.4 | +3.5 |
| Kupreanof Harbor, Paul Island | (55°47'N/159°21'W) | 7.8 | | 7.0 | 1.4 | +3.5 |
| Fox Bay, Kupreanof Peninsula | (55°38'N/159°37'W) | 7.6 | | 6.8 | 1.3 | +3.5 |
| Dent Point, Stepvak Bay | (55°47'N/159°53'W) | 7.6 | | 6.8 | 1.3 | +3.5 |

(Feb 2006)

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16556 LORAN-C OVERPRINTED



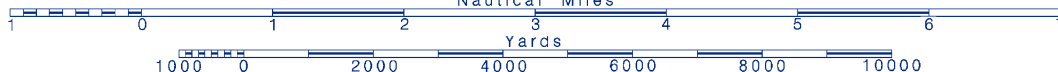
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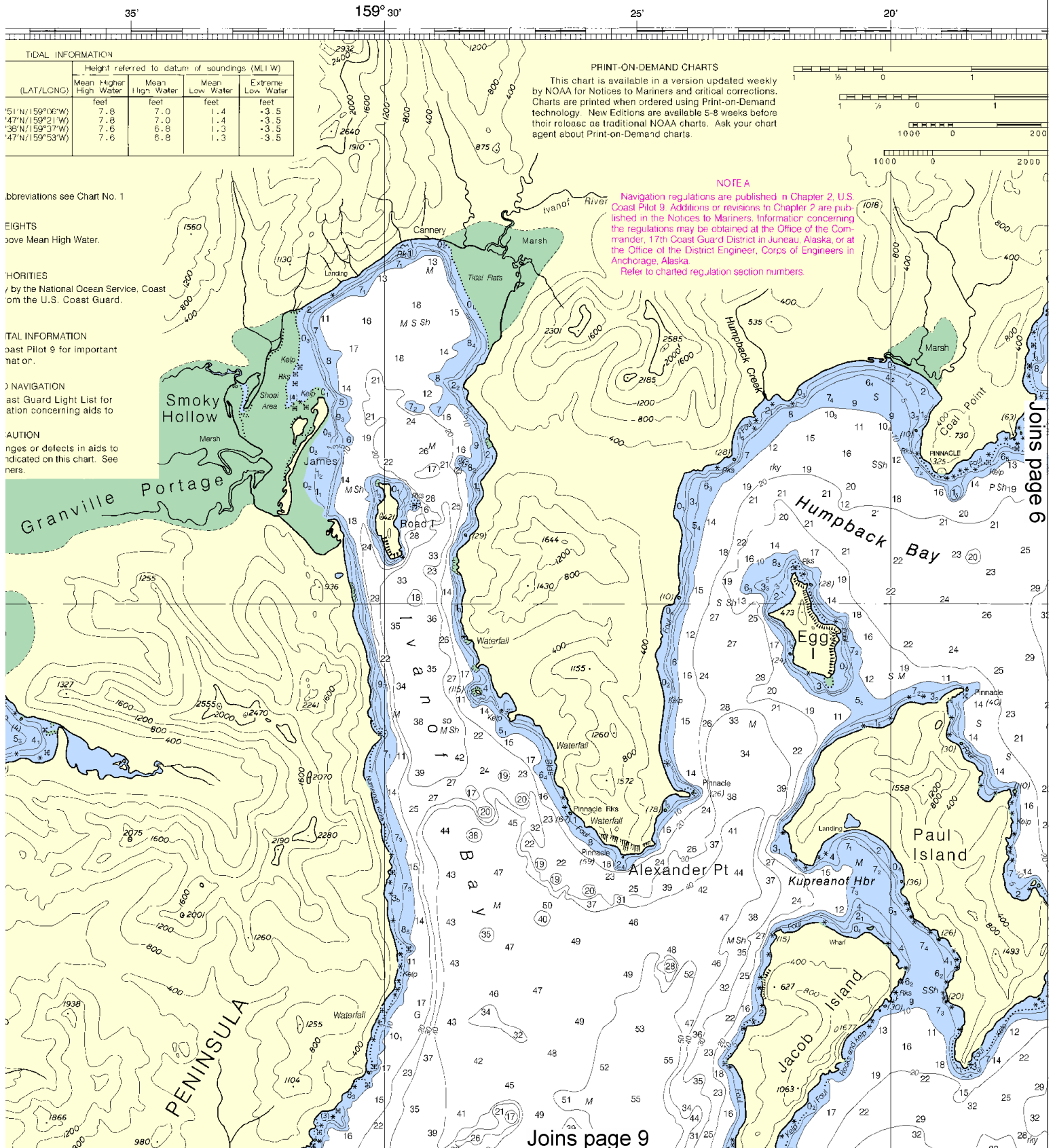


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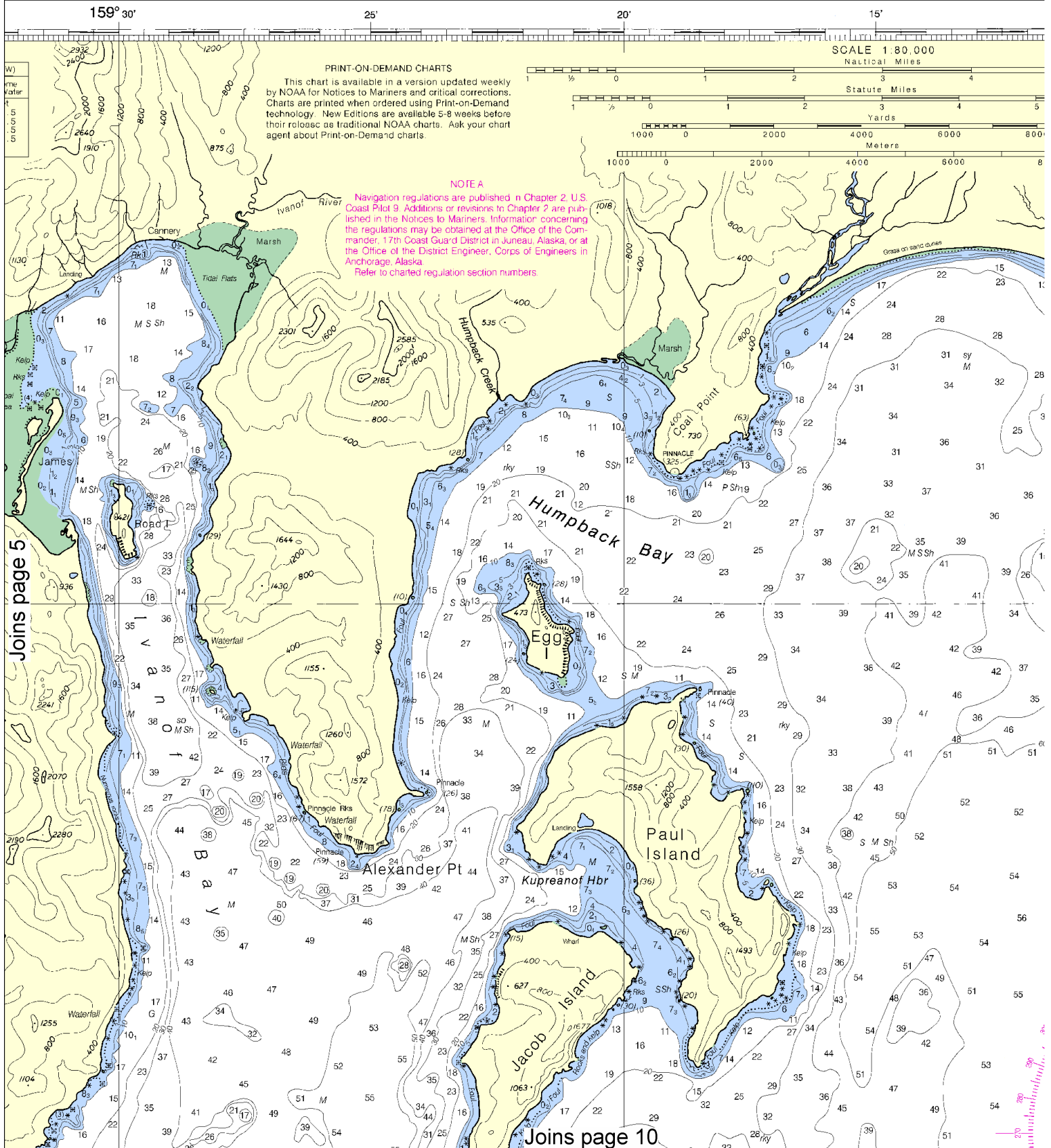
SCALE 1:80,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

North

Printed at reduced scale.

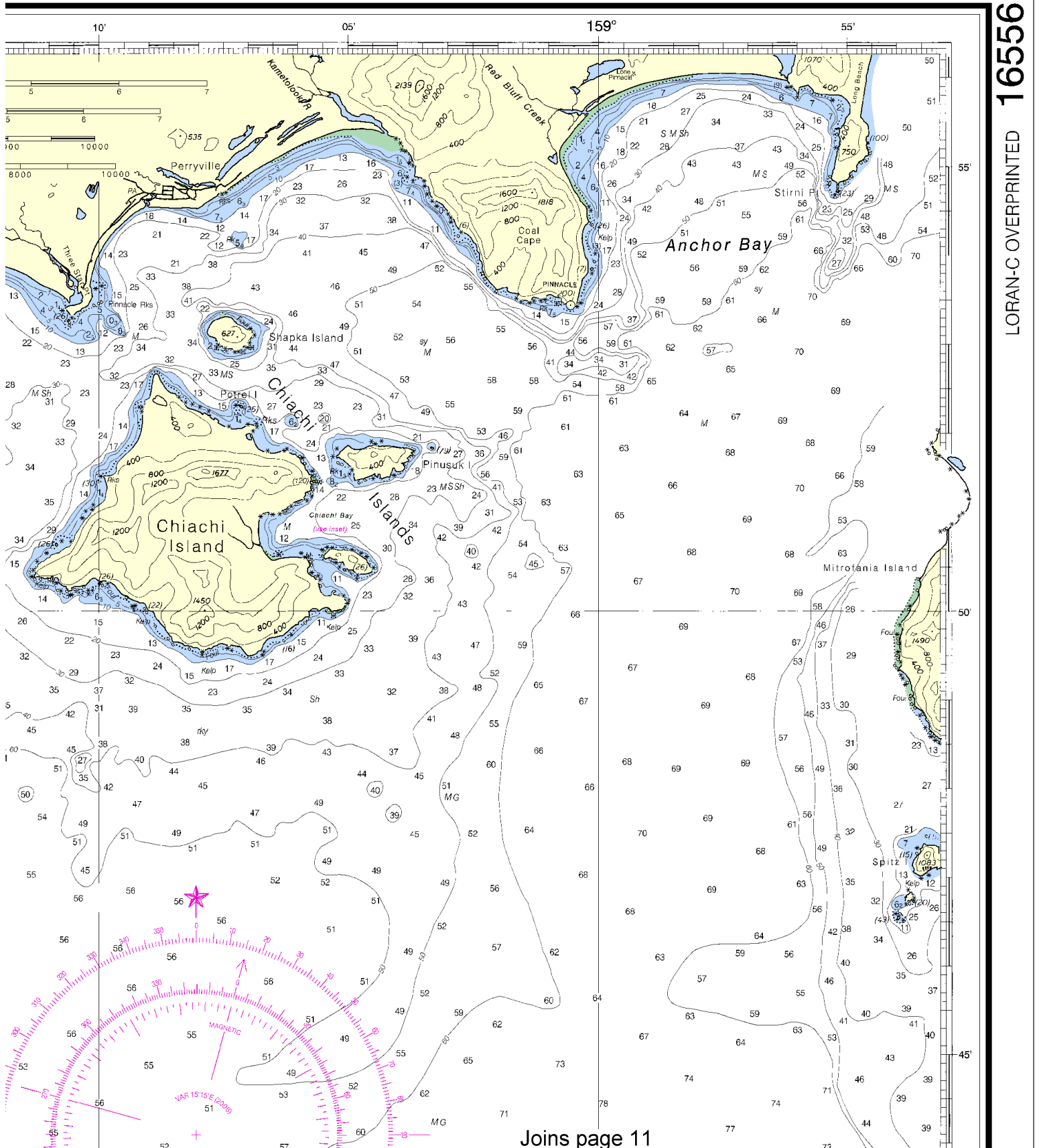
SCALE 1:80,000

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

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LORAN-C OVERPRINTED 16556

Joins page 4

Joins page 12

Printed at reduced scale.

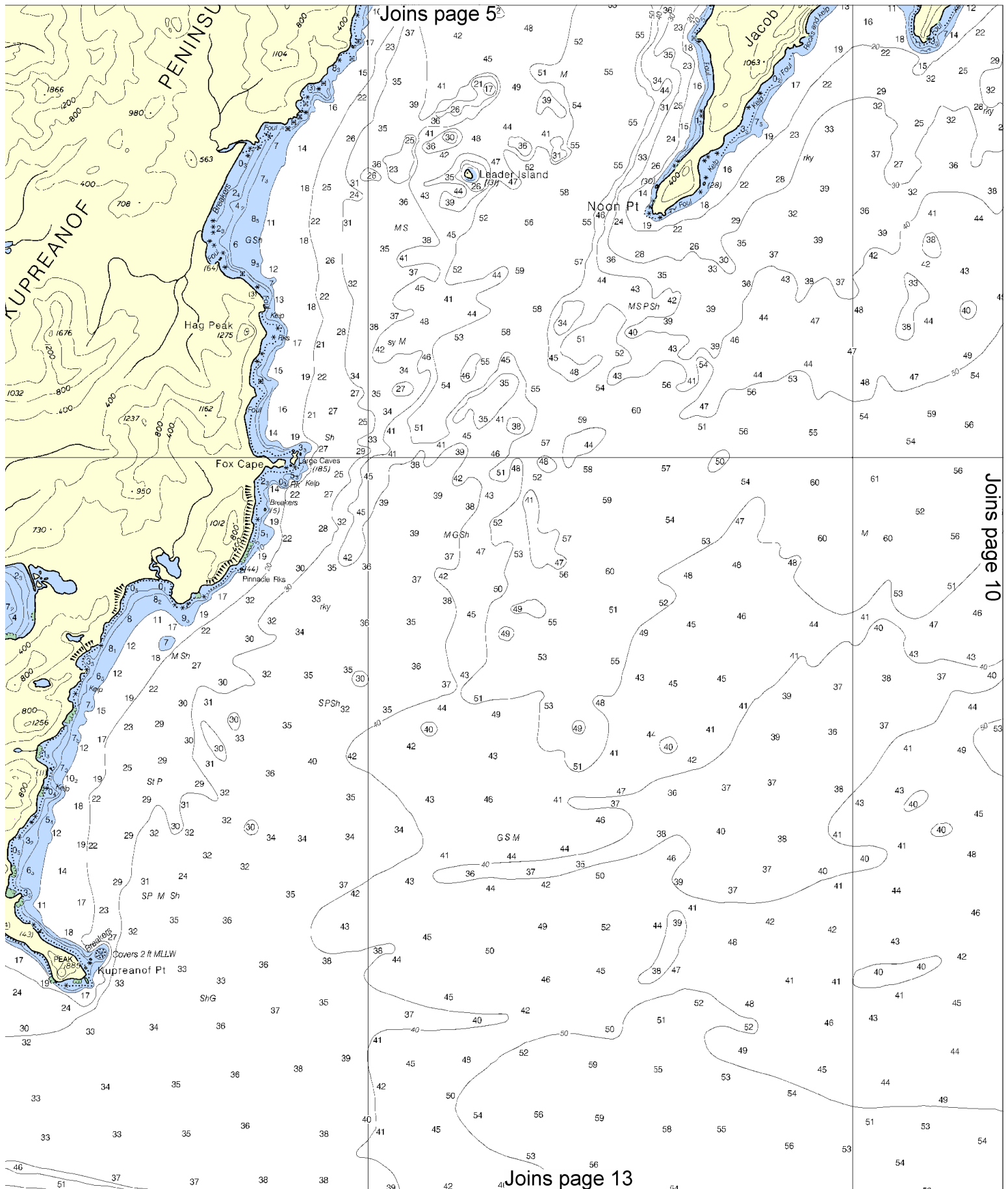
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See Note on page 5.



8

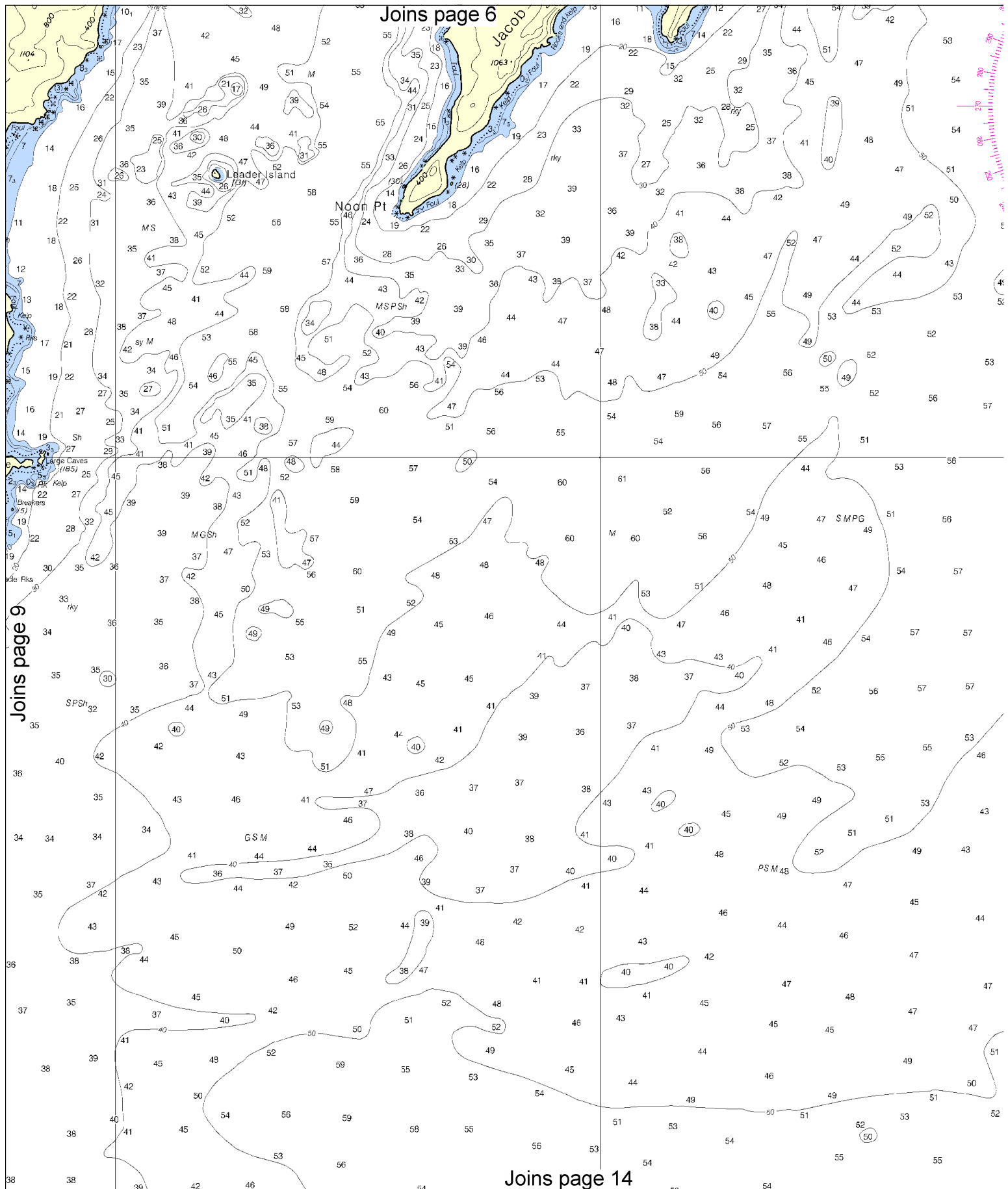




Joins page 5

Joins page 10

Joins page 13



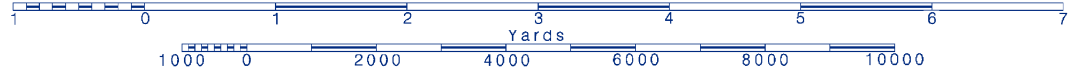
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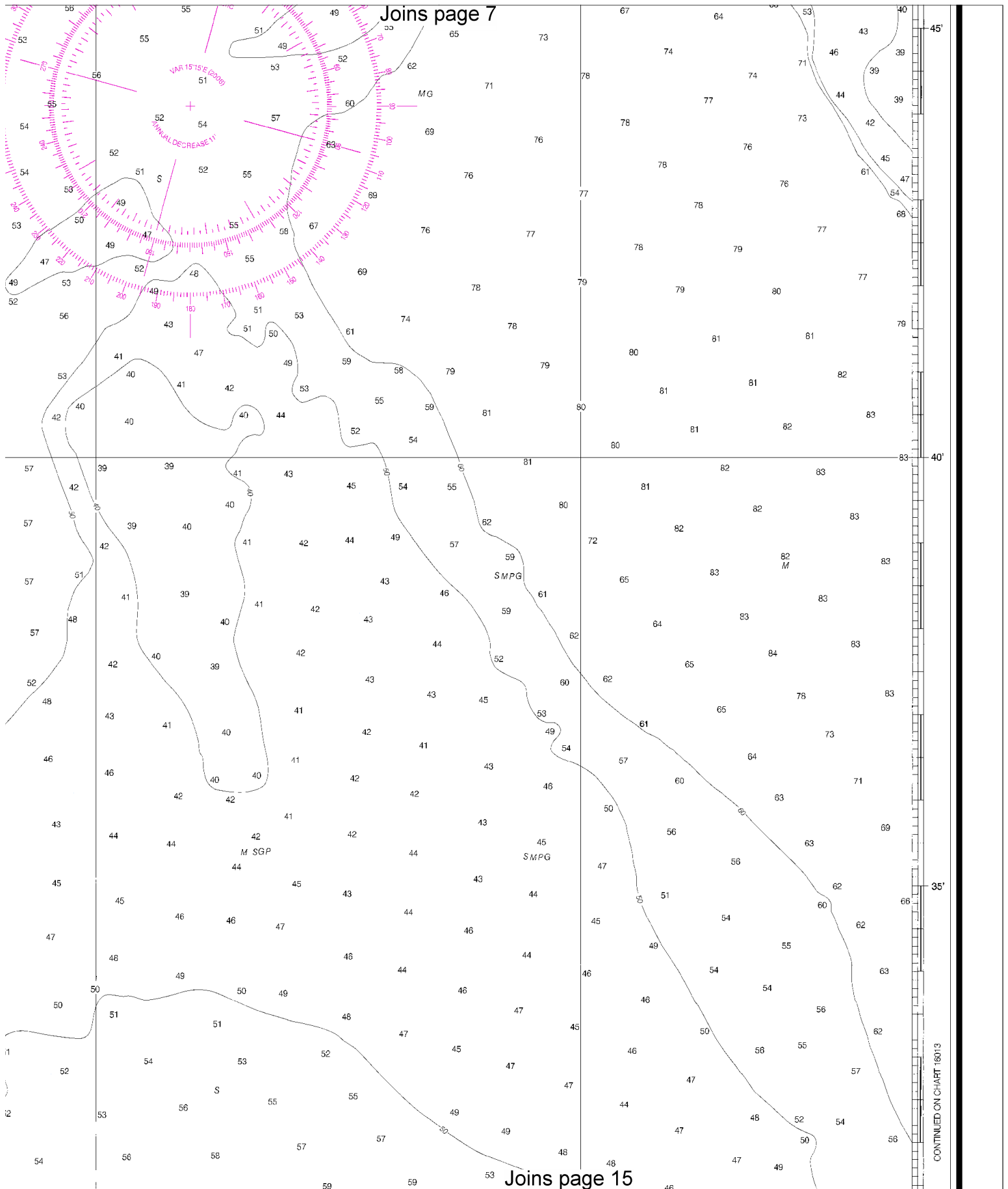


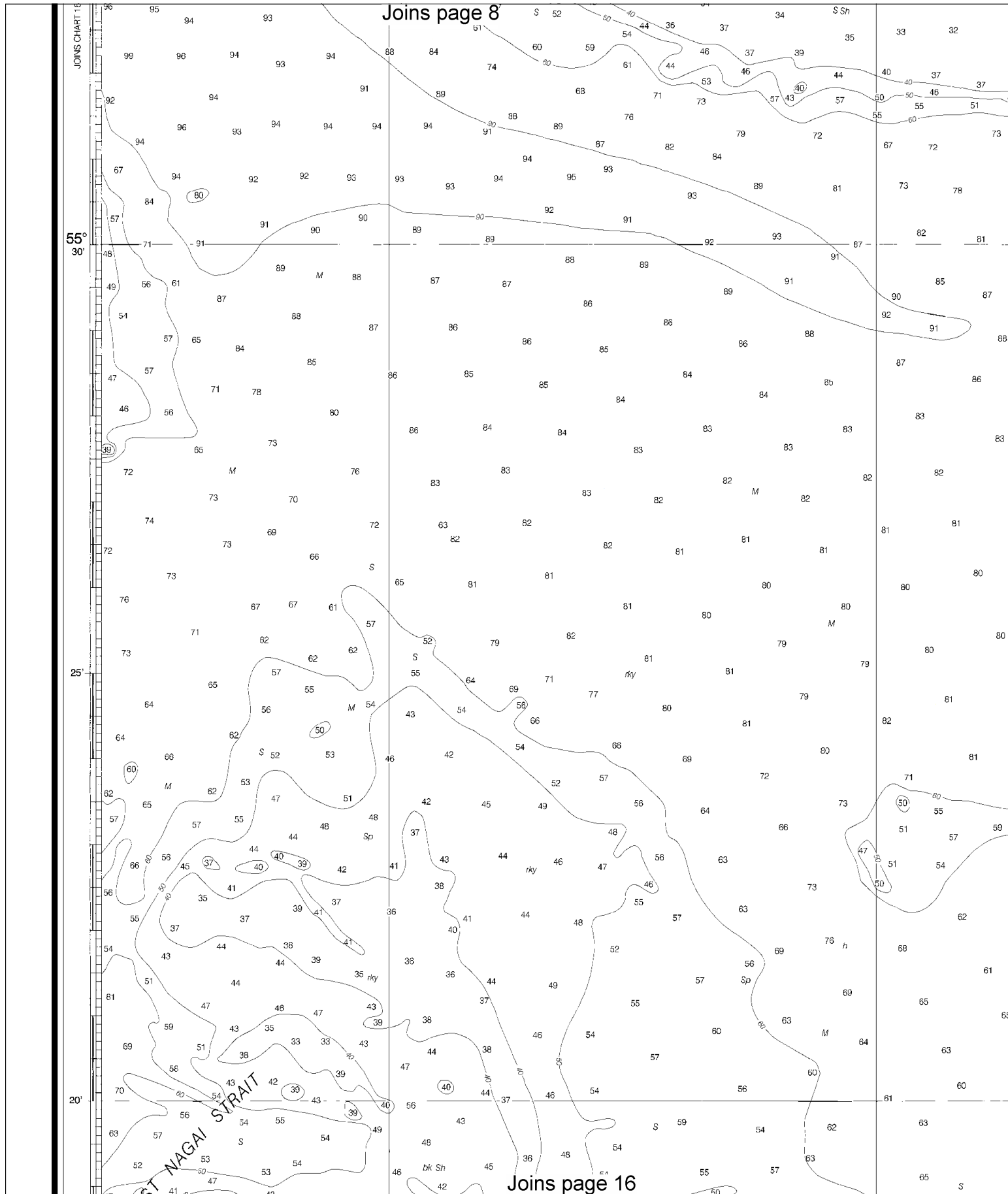
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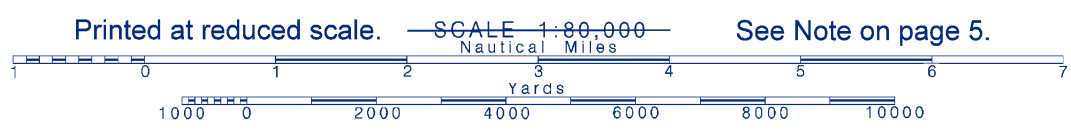
See Note on page 5.







12



See Note on page 5.

Joins page 9

Joins page 14

P A

O

Joins page 17

Joins page 10

Joins page 13

Joins page 18

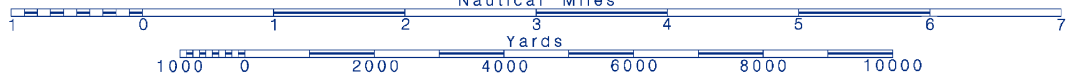
14



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 11

CONTINUED ON CHART

55° 30'

25'

20'

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.

PULSE REPETITION INTERVAL

9990 99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-Y

RATES ON THIS CHART

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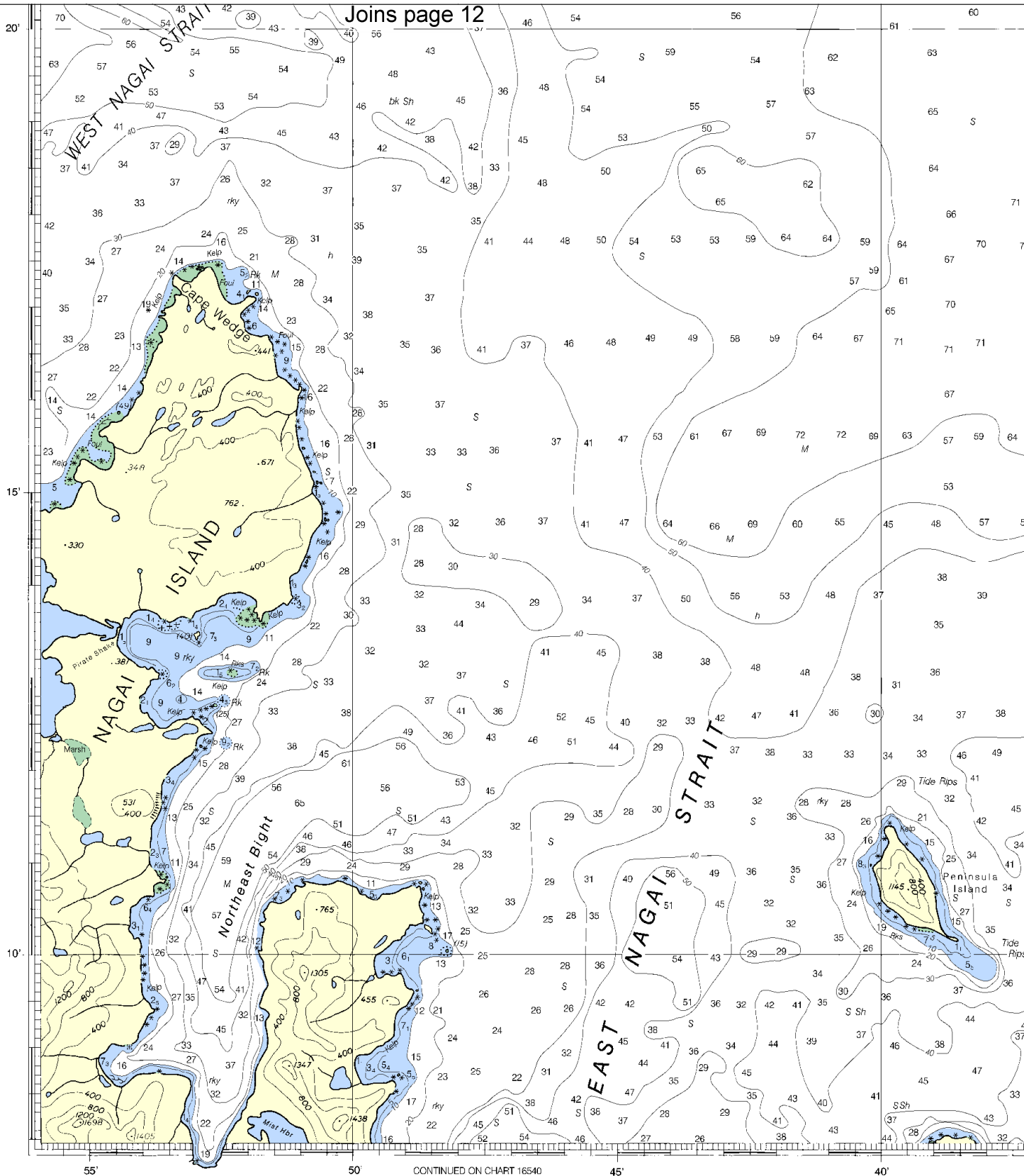
RADAR REFLECTORS

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CAUTION

Tidal observations made by the National Ocean Service at Sand Pt., Popof Island, since the earthquake of March 27, 1964 indicated no bottom uplift or subsidence as a result of the earthquake. However, mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline in areas other than this selected site.

Joins page 19



5th Ed., Apr./ 06

Corrected through NM 4/22/06
Corrected through LNM 4/18/06

16556

LORAN-C OVERPRINTED

CAUTION

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SOUNDINGS IN
(FATHOMS AND FEET)

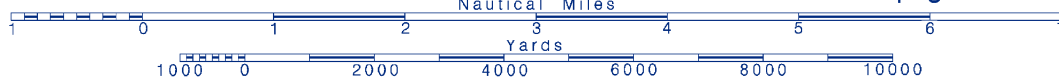
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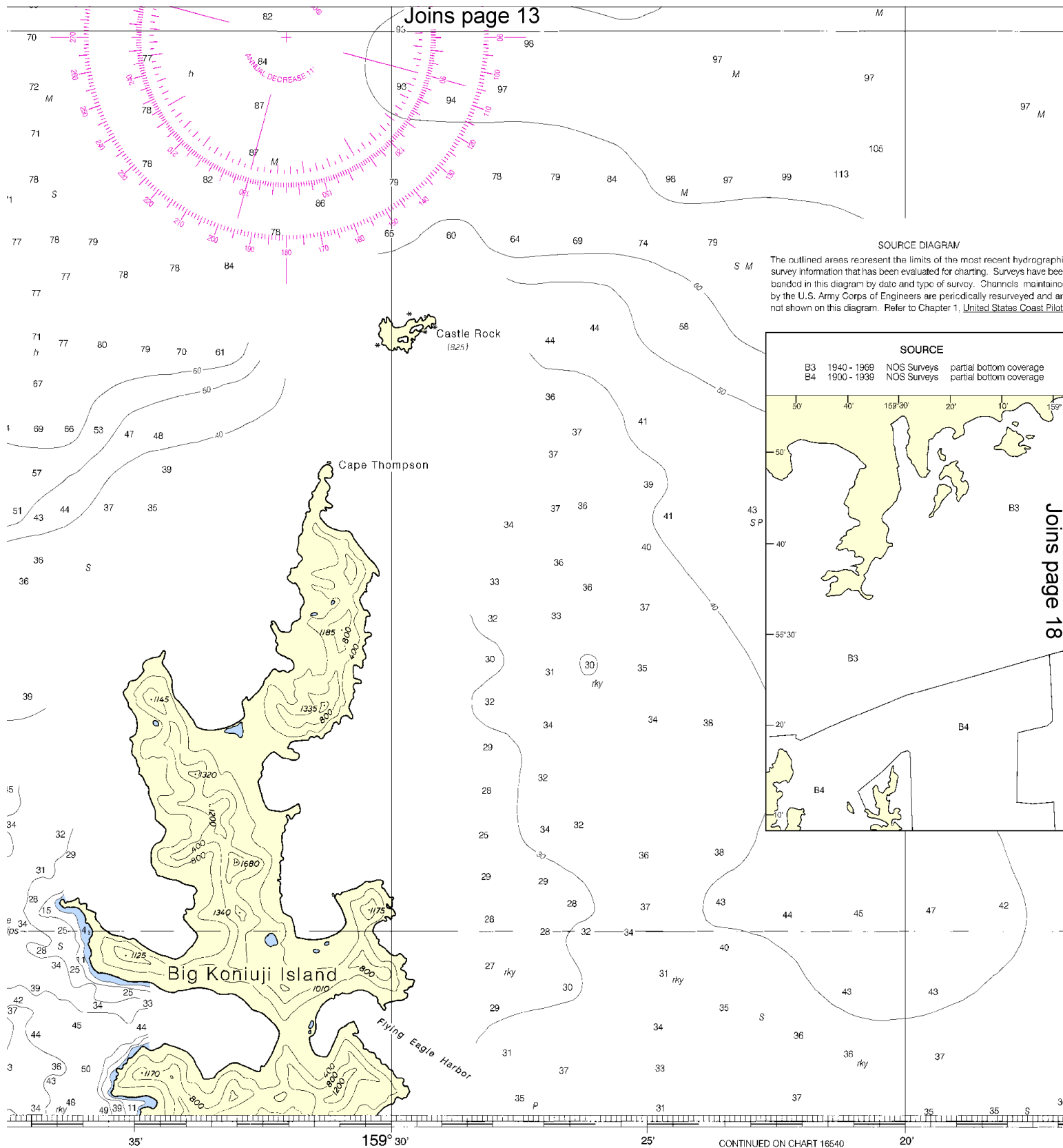


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SCALE 1:80,000

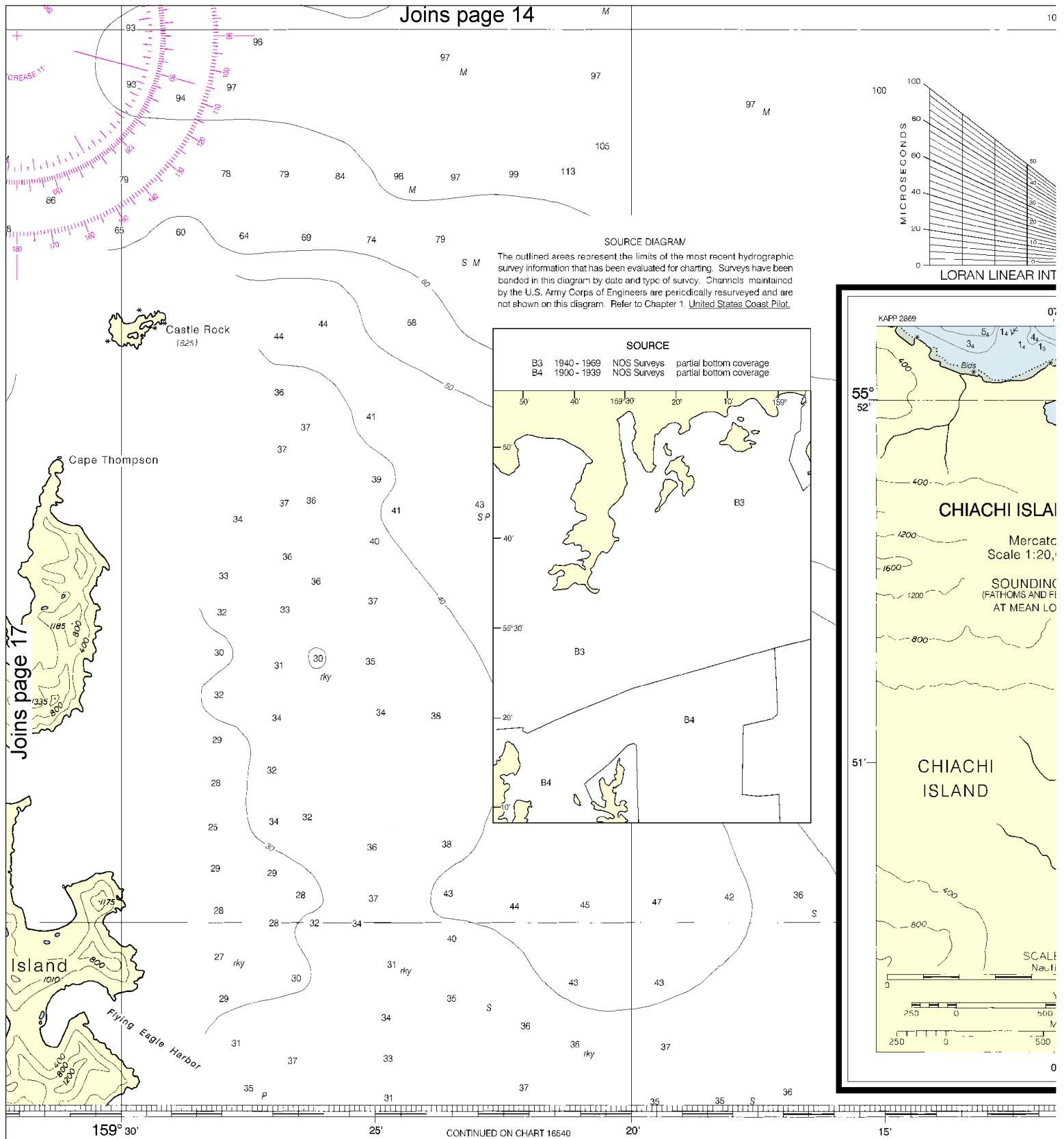
See Note on page 5.





N FATHOMS
TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

| FATHOMS | 1 | 2 | 3 | 4 |
|---------|---|----|----|----|
| FEET | 6 | 12 | 18 | 24 |
| METERS | 1 | 2 | 3 | 4 |

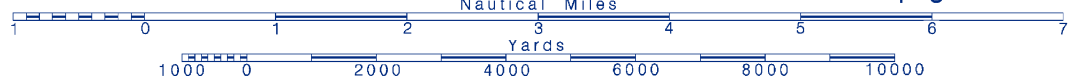
18



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



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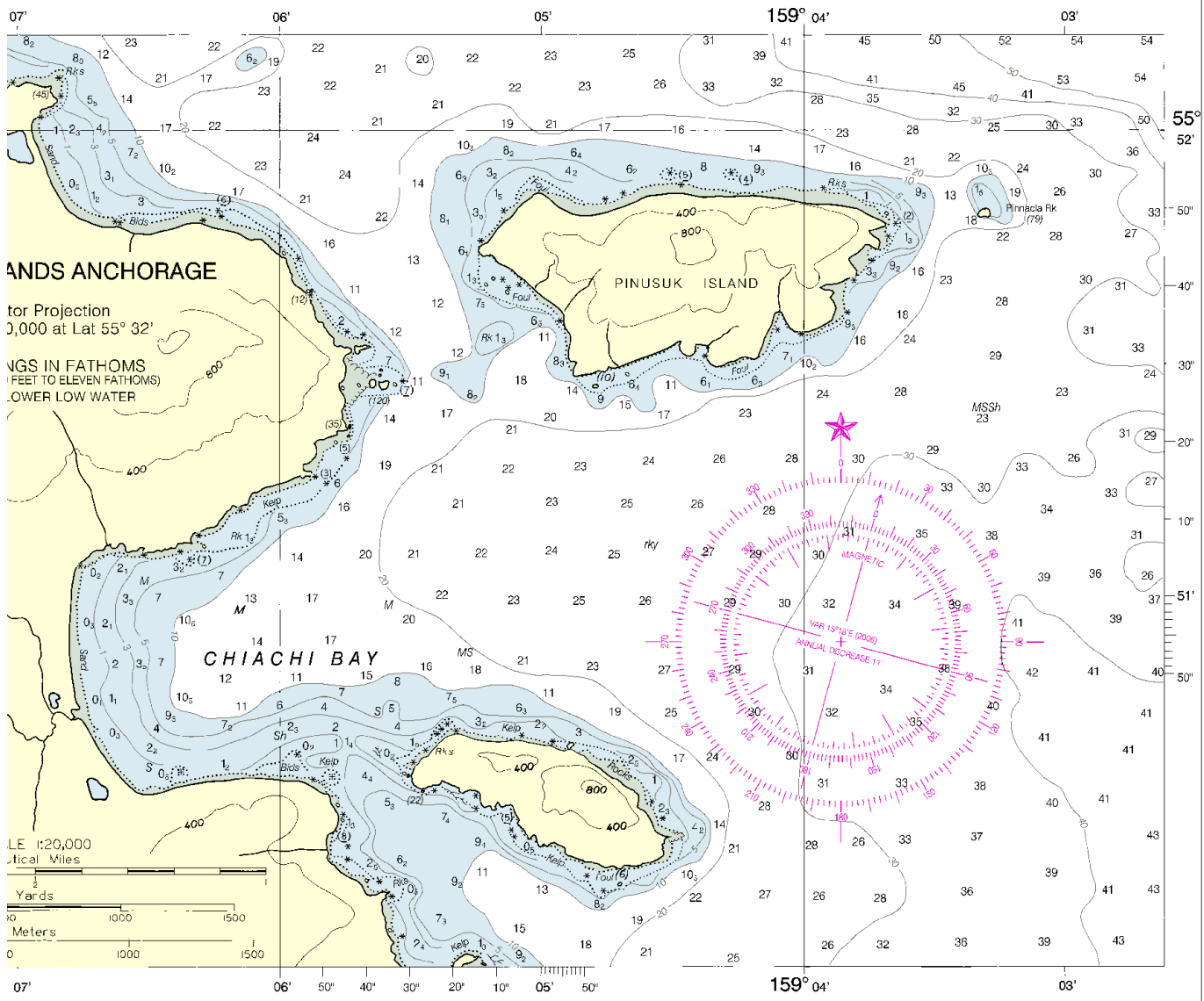
SCALE 1:80,000
Nautical Miles

Statute Miles

Yards

Meters

INTERPOLATOR



Chiachi Island to Nagai Island
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16556
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.